

WEBSTER'S
DICTIONARY.

SIX DOLLARS ONLY.
AT
The Hongkong Telegraph,
Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES No. 994.

日四十月七年四十二精光

TUESDAY, AUGUST 30, 1898.

二年

第十三月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies.
KOBE NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS:—THE LONDON JOINT STOCK BANK, LTD.
PARS'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent
per Annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

S. CHOH, Agent.

Hongkong, 11th March, 1898. [382]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. (Chow Tung Shang, Esq.
Chan Kit Shan, Esq. Kwan Hoi Cauen, Esq.
Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months: Fixed, 5 per cent.
On Current Account, Daily Balances 2 per cent.
Hongkong, 30th November, 1897. [38]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$ 9,000,000
RESERVE LIABILITY OF PROPRIETORS: \$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING, Chairman.
R. M. GRAY, Deputy Chairman
C. Beurmann, Esq.

David Gubbay, Esq. R. L. Richardson, Esq.
A. Haupt, Esq. P. Sichse, Esq.
A. McCoschee, Esq. K. Shewan, Esq.
A. L. Raymond, Esq. N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADDE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 15th August, 1898. [6]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £450,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" " " 6 " 3½ "

" " " 3 " 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31]

ANTI
CORROSIONS
ANTI
FOULINGS

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29]

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
JAPAN, &c. Formosa A. G. Cudlin, R.N.R. About 2nd September. Freight or Passage.
SHANGHAI Ballarat C. L. W. Field About 2nd September. Freight or Passage.
LONDON, &c. Cawnpore E. Street Noon, 3rd September. Freight or Passage.
JAPAN Robilla S. de B. Lockyer, R.N.R. About 3rd September. Freight or Passage.
LONDON Borneo A. W. Symes, R.N.R. About 3rd September. Freight or Passage.
LONDON Socatra T. H. Hide, R.N.R. About 17th September. Freight only.
(Passing through the Inland Sea.) (See Special Advertisement).
For Further Particulars apply to
H. A. RITCHIE, Superintendent.

Hongkong, 26th August, 1898. [5]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Spécial attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager. [36]

Yokohama, 1st October, 1897.

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To-day's
Advertisement.

IN THE SUPREME COURT OF
HONOKONG.
PROBATE JURISDICTION.

IN THE GOODS OF JOHN DAVID HUMPHREYS DECEASED.

NOTICE is hereby given that Sir JOHN WORRELL CARRINGTON, K.C.M.G., LL.D., Chief Justice of Hongkong has made an order under SECTION 58 OF ORDINANCE No. 3 of 1897 limiting the time for Creditors to send in their CLAIMS against the above estate to the 1st day of November, 1898.

ALL CREDITORS are hereby required to send in their CLAIMS to the Undersigned before the above date.

Dated the 29th August, 1898.

H. HUMPHREYS.

J. A. JUPP.

Executors of the above Deceased.

IN THE MATTER OF ORDINANCE NO. 2 OF 1893

AND
IN THE MATTER OF THE PETITION OF DAVID WHITE AND THOMAS MOORE SIMPSON, BOTH OF STAWELL, IN THE COLONY OF VICTORIA, AUSTRALIA, FOR LETTERS PATENT FOR THE EXCLUSIVE USE OF AN INVENTION FOR AN IMPROVED METHOD FOR EXTRACTING PRECIOUS METALS FROM SILVER OR OTHER FINELY DIVIDED MATERIAL CONTAINING THE SAME.

NOTICE is hereby given that the Petition, Specification, and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said DAVID WHITE AND THOMAS MOORE SIMPSON by HENRY LARDNER DENNIS, their Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention. And notice is also hereby given that a sitting of the Executive Council before whom the matter of the said Petition will come for hearing will be held in the Council Chamber at the GOVERNMENT OFFICES on WEDNESDAY, the 7th September, 1898, at 12.45 A.M.

Dated this 29th day of August, 1898.

H. L. DENNIS,

Solicitor for the Applicant.

WANTED.

TO rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.

Apply by letter to

M.S.
c/o Hongkong Telegraph Office.
Hongkong, 30th August, 1898. [1042]

SWEETS! SWEETS! SWEETS!

JUST LANDED.

CADBURY'S CHOCOLATE SWEETS.
CHOCOLATE ALMONDS.

CREAMS.

MACAROONS.

VANILLA.

To be had loose by lbs.

Also

Collected and Manufactured by the same, R.—
Toffees, &c.

H. RUTTUNJEE,

13 & 15, D'Aguilar Street, Hongkong.

and

21 & 22, Eighth Road, Kowloon.

Telephone No. 190.

Hongkong, 30th August, 1898. [1042]

TO LET.

BELVEDERE—5 Roomed Bungalow,
Plantation Road—to be let, For
rented for 6 months from 1st
September.

SEMI-DETACHED VILLA, RESI-
DENCE ON BOWEN ROAD ["now
in course of erection,"]

FLOORS IN STAUNTON AND ELGIN
STREETS.

No. 5, RIPPON TERRACE.

No. 3, ELGIN STREET.

Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.

Hongkong, 30th August, 1898. [1042]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched on

THURSDAY, the 1st September, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 30th August, 1898. [1038]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOSUNG,"

Captain Dowson, will be despatched as above

on FRIDAY, the 2nd September, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 30th August, 1898. [1036]

FOR SALE.

A PAMPHLET containing the Scales of
Articles by the Telegraph's Special
Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT
OF TRADE IN KWANGTUNG
AND KWANGSI."

ALSO

The new TRANSPORT RULES, providing for

the sale of goods on route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH,"

OFFICE,

No. 6, Pedder's Hill,

Hongkong, 15th March, 1898. [1037]

Intimations.

DAKIN, CRUCKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

IN THE MATTER OF ORDINANCE NO. 2 OF 1893

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Dated this 29th August, 1898.

H. HUMPHREYS.

J. A. JUPP.

Executors of the above Deceased.

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No. 5, RIPPON TERRACE.

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"HONGKONG TELEGRAPH,"

OFFICE,

No. 6, Pedder's Hill,

Hongkong, 15th March, 1898. [1037]

LOCAL AND GENERAL.

A COOLIE who stole 95 cents from a European sailor was to-day sent to prison for 42 days.

FOR refusing to convey a corporal of the Staff Service Corps a ricksha coolie was to-day fined \$3 or fourteen days.

THE unlawful possession of 3 coils of rope, forfeited to-day in a coolie being fined \$50, or two months' hard."

A NUMBER of ricksha coolies charged with "rushing" passengers and also some bonfire enthusiasts were each fined \$7 to-day.

THE German Admiralty is stated to be engaging a thousand men for three years' service. They are to be trained and sent to Kiao-chow.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, August 30th.

There has been considerable fiction of late between the Viceroy (Tan) and the Central Government at Peking. The latter instructed the Viceroy that he must appoint a deputy to proceed to Kwangchow Bay (in Linchow peninsula, opposite Hainan Island) and formally hand over the bay and about 300 square miles of territory to the French, who, it will be remembered, seized the bay about four months ago. The Viceroy raised many objections and memorialised the throne; but to no purpose however, for the pressure brought to bear by the French and Russian Ministers on the Tsungliyamen resulted in imperative telegraphic instructions being sent to Viceroy Tan to obey orders. Then Tan applied by wire for permission to resign on the grounds of ill-health and old age. This was refused and the orders to surrender Kwangchow were repeated. Seeing no way of further evasion the Viceroy has now sent in his resignation and the Governor of Kwang Tung has assumed duty as Acting Viceroy, pending the appointment of a successor to Tan. I wired this information to you yesterday afternoon and trust the line was not conveniently "interrupted" as the Chinese line is often so when anything unusual occurs.

The authorities have now established a strict censorship of the native Press, and have forbidden the three Canton papers from publishing any references to the rebellion in the Kwangtung provinces. The rebellion is in full swing and a large body of insurgents is now reported to be about 50 to 60 miles north-west of Canton. In addition to this I hear that a rebel army of 150,000, part of the men being Kwangtung rebels, is now gathered in Hunan province and intends to attack Nanking. Dr. Sun Yat Sen is with this force and as they have some quick-fires and about 20,000 modern rifles and a good supply of ammunition it is probable the rebels of which the Imperial Army is composed will get a "hustling" that is likely to be remembered for some time to come. The policy of the rebels seems to be to create disturbances in various parts of South China and thus cause the Imperial forces to divide their strength. All the reports of Imperial victories are mere canards. The fact is that the rebels go in and take a town; kill the mandarins; loot the treasury; divide the spoil among the lower classes and then retire and march on some other city. When the Imperial troops arrive they of course occupy the town from which the rebels have retired and their Commander promptly reports that he has re-took the place, adding a few sensational details about a bloody battle and the killing of "several tens of the robbers."

The new Hopo has arrived and will relieve his predecessor in a day or two. The post being worth about \$3,000,000 per quarter it is not likely that any undue delay will occur in the instalment of the new man. Reports have reached here of a serious revolt in Hainan, which is a portion of Kwangtung province. The American missionaries there have been hunted out of their houses and the British Consul (Mr. O'Brien Butler), has done his best to induce the native authorities to exert themselves to suppress the revolt. Dr. Baden, the American Consul, has been appealed to urge the Viceroy to despatch troops to Hainan as the force there is wholly inadequate, but owing to the presence of the rebels in the vicinity of Canton it seems probable that the local authorities will be reluctant to move their troops far from this city. If the Black Flag Chief would move his men to attack the rebels then there would be a chance of a few hundred being sent to Hainan, but Liang Yu persists in holding his men outside the north gate and declines to budge one inch. He is evidently playing a waiting game, but just what the crafty old ex-biogard is up to no one seems to know. I hear he is in complete accord with Viceroy Tan in his opposition to the surrender of Kwangchow Bay to the French and it is also reported that he is strongly opposed to the extension of the British Kowloon frontier in the direction of Miss Bay and Deep Bay.

So, the Taishan General, died here on the 27th Inst.

EX-GOVERNOR AUGUSTIN IN SINGAPORE.

Singapore, 23rd August.

General Augustin, the ex-Governor of the Philippines, and his wife and family are passengers to Spain by the *Petra Heimlich*, which arrived at Singapore from Hongkong this morning. A representative of the *Straits Times*, who boarded the steamer on her arrival, tells us that some amount of mystery is evidently maintained to fence round the gallant Governor and all the circumstances of his departure from Manila. This is possible for the moment because he is travelling ahead of the mail news, thanks to the expedition of the German warship in its headlong flight to Hongkong. General Augustin, it is said, handed over his authority, as military commandant in the Philippines, some ten days before Macauley. That he ever formally resigned the civil governorship does not appear; we doubt whether he could do so without a special dispensation from Madrid. He, at any rate remained in the town up to the time of General Morley's ultimatum—surrender or be dis-cussed.

It is further agreed that the existing landing-place near Kau-kuang city shall be reserved for the convenience of Chinese men-of-war, merchant and passenger vessels, which may come and go and lie there at their pleasure; and for the convenience of movement of the officials and people within the city.

When heretofore, China constructs a railway to the boundary of the Kau-kuang territory under British control, arrangements shall be discussed.

It is further understood that there will be no expropriation or expulsion of the inhabitants of the district included within the extension, and that if land is required for public offices, fortifications, or like official purposes, it shall be bought at a fair price.

If cases of extradition of criminals occur, they shall be dealt with in accordance with the existing treaties between Great Britain and China and the Hongkong Regulations.

The area leased by Great Britain, as shown on the annexed map, includes the waters of Miss Bay and Deep Bay, but it is agreed that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use these waters.

This Convention shall come into force on the first day of July, eighteen hundred and ninety-eight, being the thirteenth day of the fifth month of the twenty-fourth year of Kuang Hsi. It shall be ratified by the Sovereigns of the two countries, and the ratification shall be exchanged in London as soon as possible.

In witness whereof the undersigned, duly authorized thereto by their respective Governments, have signed the present agreement.

Done at Peking in quadruplicate (four copies in English and four in Chinese) the ninth day of June, in the year of Our Lord eighteen hundred and ninety-eight, being the twenty-first day of the fourth month of the twenty-fourth year of Kuang Hsi.

CLAUDE M. MACDONALD.

LI HUNG-CHANG. Members of

HU TING KUN. Tsungli Yamen.

THE NEGOTIATIONS WITH CHINA.

In the House of Commons on 24th July, Mr. Gretton: I beg to ask the First Lord of the Treasury when the Report on the Foreign Office Vote will be taken, and if the Government propose to make any statement to Parliament as to the position of the China negotiations.

Mr. Balfour: While we are perfectly prepared to defend our action and policy in China when it is called to question, we do not contemplate making any statement or laying any papers before Parliament save other than the papers relating to the Yangtze-Kiang Agreement. The reason of this is that these negotiations are still in progress, and a statement or laying of papers is possible.

Mr. R. G. Webster asked the Under-Secretary for Foreign Affairs whether he was in a position to inform the House as to any further facilities granted to foreigners in respect to internal water communication within the Chinese Empire.

Mr. Carson: Her Majesty's Minister at Peking has given way to telegram that the amendments demanded by him have been agreed to by the Chinese Government, and that revised regulations are in course of preparation, and will be promulgated very shortly.

Mr. Harcourt: There have been no papers since April. Does the right hon. gentleman intend to place any relating to the affairs of China generally for the three following months?

Mr. Balfour: No, Sir. I believe there are no papers relating to China except such as refer to pending negotiations.

Mr. T. G. Bowles: Is the House to understand that no further information whatever will be given before the recess as to the intentions of the Government with regard to Wel-hai-wei or to the French opposition declared in February last to the opening of Yunnan?

Mr. Balfour: There are no papers to be laid, but of course it questions are put either to me or to my right hon. friend we will, if it be possible in the interest of the Public Service, give a complete answer.

BRITISH BUILT SHIPS FOR RUSSIA.

In further confirmation of the statement made respecting the demand for British-built merchant ships in Russia, the correspondent of the *Morning Post* gives the figures relating to the orders placed with British firms. The number of steamers under construction in British yards for Russian owners is officially stated to be thirty, representing an aggregate of fifty-two thousand tons; and it is expected that orders for at least as many more new vessels will be placed in the United Kingdom in the course of the present quarter. The average tonnage of the boats now being built is exceptionally large for such traffic as the Russians have been wont to engage in, and is likely to be increased as much as the coasting business.

RUSSIA'S BLACK SEA FLEET.

An order for two new vessels has been placed with Messrs. Fysh & Son, a British firm owning shipbuilding yards at St. Petersburg, and the construction is to be taken in hand at once. The craft are to be capable of steaming 24 knots, and are intended, it is stated, to strengthen the Black Sea Fleet. The same flotilla is to be increased by the addition of two new fast cruisers of 6,000 tons, specially designed for torpedo work and the laying of submarine mines, from the same builders. From Nikolayev the powerful armoured warship *Kuyav Poltav*, as well as the *Zavodskiy*, and from Sebastopol Dockyard, the *Rossiya*, will be built, together with the twelve torpedo-destroyers which are in hand at the Crimean Works. The completion recently of the *Alexander Nevsky* Dock at Sebastopol will enable shipbuilding work to be carried on much more rapidly than hitherto at the great Naval Depot and Arsenal of Southern Russia.

NEW TORPEDO-DESTROYERS.

The two latest torpedo-boat destroyers built for the Russian Government differ in one noteworthy feature from all similar craft hitherto constructed. Though they are built on the lines of the famous *Sokol*, they are designed to use naphtha and coal in combination for heating purposes, the compound fuel being crushed by means of special machinery carried on board, and thus prepared for the furnaces. It is not decided yet whether the remainder of the thirty odd torpedo-destroyers to be built are to be similarly fitted. An exhaustive trial will first be made of the craft, and for this purpose the destroyer has been attached to the Torpedo Evolutionary Flotilla, which goes on a three months' cruise attached to the Baltic Fleet under Admiral Makarov.

THE HONGKONG EXTENSION.

We (*The Times*) have received from one of our correspondents in China the following, which he believed to be the full text of the Convention signed at Peking for the extension of the territory under British control on the mainland opposite Hongkong:—

It is agreed that an extension of Hongkong territory is necessary for the proper defence and protection of the colony.

It has now been agreed between the Governments of Great Britain and China that the limits of British territory shall be enlarged under lease to the extent indicated generally on the annexed map.

The exact boundaries shall be hereafter fixed when proper surveys have been made by officials appointed by the Governments. The term of this lease shall be ninety-nine years.

It is at the same time agreed that within the city of Kau-kuang the Chinese officials now stationed there shall continue to exercise jurisdiction, except so far as may be inconsistent with the military requirements for the defence of Hongkong. Within the remainder of the newly-leased territory Great Britain shall have sole jurisdiction. Chinese officials and people shall be allowed, as hitherto, to use the road from Kau-kuang to Hainan.

It is further agreed that the existing landing-place near Kau-kuang city shall be reserved for the convenience of Chinese men-of-war, merchant and passenger vessels, which may come and go and lie there at their pleasure; and for the convenience of movement of the officials and people within the city.

When heretofore, China constructs a railway to the boundary of the Kau-kuang territory under British control, arrangements shall be discussed.

It is further understood that there will be no expropriation or expulsion of the inhabitants of the district included within the extension, and that if land is required for public offices, fortifications, or like official purposes, it shall be bought at a fair price.

If cases of extradition of criminals occur, they shall be dealt with in accordance with the existing treaties between Great Britain and China and the Hongkong Regulations.

The area leased by Great Britain, as shown on the annexed map, includes the waters of Miss Bay and Deep Bay, but it is agreed that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use these waters.

This Convention shall come into force on the first day of July, eighteen hundred and ninety-eight, being the thirteenth day of the fifth month of the twenty-fourth year of Kuang Hsi. It shall be ratified by the Sovereigns of the two countries, and the ratification shall be exchanged in London as soon as possible.

In witness whereof the undersigned, duly authorized thereto by their respective Governments, have signed the present agreement.

Done at Peking in quadruplicate (four copies in English and four in Chinese) the ninth day of June, in the year of Our Lord eighteen hundred and ninety-eight, being the twenty-first day of the fourth month of the twenty-fourth year of Kuang Hsi.

CLAUDE M. MACDONALD.

LI HUNG-CHANG. Members of

HU TING KUN. Tsungli Yamen.

RUSSIAN SHIPBUILDING.

THE NEW PROGRAMME MODIFIED.

The Moscow correspondent of the *Standard* announces that for some reason or other, the spending of ninety millions of roubles, which was recently announced with a flourish of trumpets as about to be devoted to the adding of ships to the Russian Navy, has been suddenly checked. It was doubted whether Russia could afford such a large sum in addition to the already increased Ordinary Vote for the Navy, but military projects have always had the primary claim on the finances of the Empire, so that the money would probably have been found.

The decision to abandon further expenditure upon naval construction was arrived at with unexpected suddenness, and after a representative of the Union Ironworks at San Francisco, where the *Oregon* was built, had arrived in St. Petersburg to take an order for Russian ironclads. (At the same time, however, Mr. Goschen stated in Parliament that nothing was officially known of this alleged modification.)

Russia's East Asiatic Fleet, which already numbers thirty war-ships, is being continually increased. The mine ship *Amoor* and the torpedo-boat destroyer *Condor* are to be added to the East Asiatic Fleet this year if possible.

HEADQUARTERS TRANSFERRED.

The transfer of the east of Naval Administration in the Black Sea has provoked some sharp criticism in the Russian Press, and the better educated among the officers of the Admiralty Staff are of opinion that a distinct blunder has been made. Hitherto the headquarters of Commander-in-Chief of the Black Sea have been fixed at Sebastopol, at once the largest Dockyard and Arsenal, the most extensive Naval Depot, and the most important strategic position in the Crimean Peninsula, which is almost, if not quite, impregnable now. For some reason, which no one in Russia pretends even to understand, the headquarters have been removed from this large and important fortress to the comparatively insignificant port Nikolayev, on the River Bug, a place not even accessible to vessels of the largest size, and altogether unfit to become a first-class Naval Station.

BRITISH BUILT SHIPS FOR RUSSIA.

In further confirmation of the statement made respecting the demand for British-built merchant ships in Russia, the correspondent of the *Morning Post* gives the figures relating to the orders placed with British firms. The number of steamers under construction in British yards for Russian owners is officially stated to be thirty, representing an aggregate of fifty-two thousand tons; and it is expected that orders for at least as many more new vessels will be placed in the United Kingdom in the course of the present quarter. The average tonnage of the boats now being built is exceptionally large for such traffic as the Russians have been wont to engage in, and is likely to be increased as much as the coasting business.

RUSSIA'S BLACK SEA FLEET.

An order for two new vessels has been placed with Messrs. Fysh & Son, a British firm owning shipbuilding yards at St. Petersburg, and the construction is to be taken in hand at once. The craft are to be capable of steaming 24 knots, and are intended, it is stated, to strengthen the Black Sea Fleet. The same flotilla is to be increased by the addition of two new fast cruisers of 6,000 tons, specially designed for torpedo work and the laying of submarine mines, from the same builders. From Nikolayev the powerful armoured warship *Kuyav Poltav*, as well as the *Zavodskiy*, and from Sebastopol Dockyard, the *Rossiya*, will be built, together with the twelve torpedo-destroyers which are in hand at the Crimean Works. The completion recently of the *Alexander Nevsky* Dock at Sebastopol will enable shipbuilding work to be carried on much more rapidly than hitherto at the great Naval Depot and Arsenal of Southern Russia.

NEW TORPEDO-DESTROYERS.

The two latest torpedo-boat destroyers built for the Russian Government differ in one noteworthy feature from all similar craft hitherto constructed. Though they are built on the lines of the famous *Sokol*, they are designed to use naphtha and coal in combination for heating purposes, the compound fuel being crushed by means of special machinery carried on board, and thus prepared for the furnaces. It is not decided yet whether the remainder of the thirty odd torpedo-destroyers to be built are to be similarly fitted.

An exhaustive trial will first be made of the craft, and for this purpose the destroyer has been attached to the Torpedo Evolutionary Flotilla, which goes on a three months' cruise attached to the Baltic Fleet under Admiral Makarov.

THE HONGKONG EXTENSION.

We (*The Times*) have received from one of our correspondents in China the following, which he believed to be the full text of the Convention signed at Peking for the extension of the territory under British control on the mainland opposite Hongkong:—

It is agreed that an extension of Hongkong territory is necessary for the proper defence and protection of the colony.

It has now been agreed between the Governments of Great Britain and China that the limits of British territory shall be enlarged under lease to the extent indicated generally on the annexed map.

The exact boundaries shall be hereafter fixed when proper surveys have been made by officials appointed by the Governments. The term of this lease shall be ninety-nine years.

It is at the same time agreed that within the city of Kau-kuang the Chinese officials now stationed there shall continue to exercise jurisdiction, except so far as may be inconsistent with the military requirements for the defence of Hongkong. Within the remainder of the newly-leased territory Great Britain shall have sole jurisdiction. Chinese officials and people shall be allowed, as hitherto, to use the road from Kau-kuang to Hainan.

It is further agreed that the existing landing-place near Kau-kuang city shall be reserved for the convenience of Chinese men-of-war, merchant and passenger vessels, which may come and go and lie there at their pleasure; and for the convenience of movement of the officials and people within the city.

When heretofore, China constructs a railway to the boundary of the Kau-kuang territory under British control, arrangements shall be discussed.

It is further understood that there will be no expropriation or expulsion of the inhabitants of the district included within the extension, and that if land is required for public offices, fortifications, or like official purposes, it shall be bought at a fair price.

If cases of extradition of criminals occur, they shall be dealt with in accordance with the existing treaties between Great Britain and China and the Hongkong Regulations.

The area leased by Great Britain, as shown on the annexed map, includes the waters of Miss Bay and Deep Bay, but it is agreed that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use these waters.

This Convention shall come into force on the first day of July, eighteen hundred and ninety-eight, being the thirteenth day of the fifth month of the twenty-fourth year of Kuang Hsi. It shall be ratified by the Sovereigns of the two countries, and the ratification shall be exchanged in London as soon as possible.

In witness whereof the undersigned, duly authorized thereto by their respective Governments, have signed the present agreement.

Done at Peking in quadruplicate (four copies in English and four in Chinese) the ninth day of June, in the year of Our Lord eighteen hundred and ninety-eight, being the twenty-first day of the fourth month of the twenty-fourth year of Kuang Hsi.

CLAUDE M. MACDONALD.

LI HUNG-CHANG. Members of

HU TING KUN. Tsungli Yamen.

TO-MORROW.

Wednesday, 31st August, 1898.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



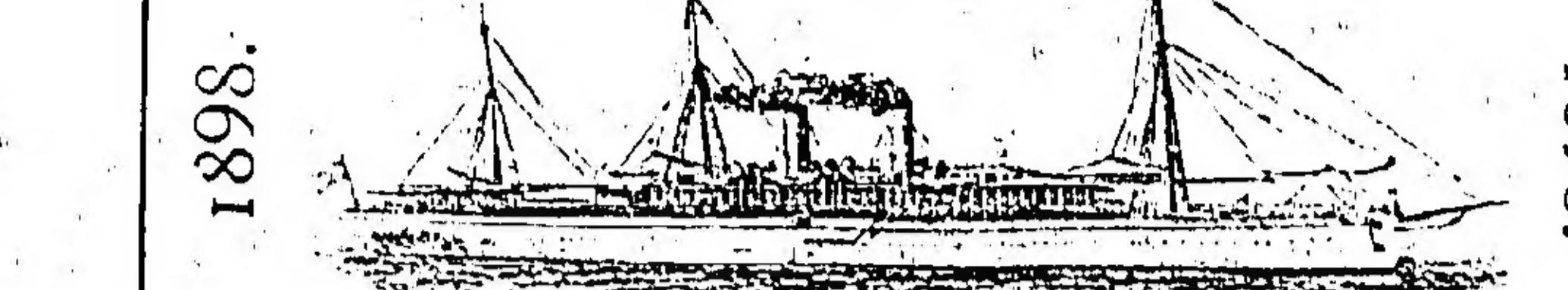
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOGA MARU	MARSELLES, LONDON, NEWCASTLE, AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	THURSDAY, 1st September, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, VIA SHANGHAI, CHIEFOO, CHEMULUO, NAGASAKI, FUSAN AND GENSAN.	FRIDAY, 2nd September, at Noon.
MIKE MARU	KOBE AND YOKOHAMA	FRIDAY, 2nd September, at 4 P.M.
S. Kawamuro	BOMBAY, VIA SINGAPORE AND COLOMBO.	TUESDAY, 6th September, at Noon.
KAGOSHIMA MARU	SEATTLE, (WASH.), VIA KOKE, YOKO-HAMA AND VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
J. W. Ekstrand	MARSELLES, LONDON, AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 13th Sept., at 4 P.M.
YANAGUCHI MARU		
A. E. Moses		
HITACHI MARU		
C. Hillcoat		

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Offices at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th August, 1898.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 31st August, 1898.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 28th Sept., 1898.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 26th Oct., 1898.

THE magnificient Two-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, sailing THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 10th August, 1898.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOKE.

THE Company's Steamship

"TAIWUAN."

Captain Nelson, will be despatched as above

TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th August, 1898.

[1030]

"MOGUL" LINE OF STEAMERS.

FOR KOKE YOKOHAMA AND VLADIVOSTOK.

THE Steamship

Captain Baller, will be despatched as above

POTS TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 30th August, 1898.

[1016]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship

"SIKH."

will sail on the 31st August, 1898.

S.S. "MACDUFF".....about 25th Sept., 1898.

S.S. "GHAZEE".....15th Oct., 1898.

S.S. "LENNOX".....30th Oct., 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 26th August, 1898.

[733]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENSIN (DIRECT).

THE Company's Steamship

"TAKSANG."

Captain W. E. Kent, will be despatched as

above on or about TO-MORROW, the 3rd instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 22nd August, 1898.

[1010]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

"FORMOSA."

Captain Douglas, will be despatched for the

above Ports, on THURSDAY, the 1st September, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARAIK & CO.,

General Managers.

Hongkong, 20th August, 1898.

[1034]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Frampton, will be despatched as above

MONDAY, the 5th September, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1898.

[1031]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LIV."

will be despatched as above on or about

the 8th September, 1898.

For Freight, &c., apply to

SHIENWAN, TOME & CO.,

Agents.

Hongkong, 22nd August, 1898.

[1032]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

THE Steamship

"INDRAPURA."

Captain A. Horfall will be ready to receive

cargo as above on MONDAY, the 29th instant

and will have quick despatch.

For Freight and further particulars apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 25th August, 1898.

[1028]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAPURA."

Captain A. Horfall will be ready to receive

cargo as above on MONDAY, the 29th instant

and will have quick despatch.

For Freight, &c., apply to

ARNHOLD, KARBERG & CO.,

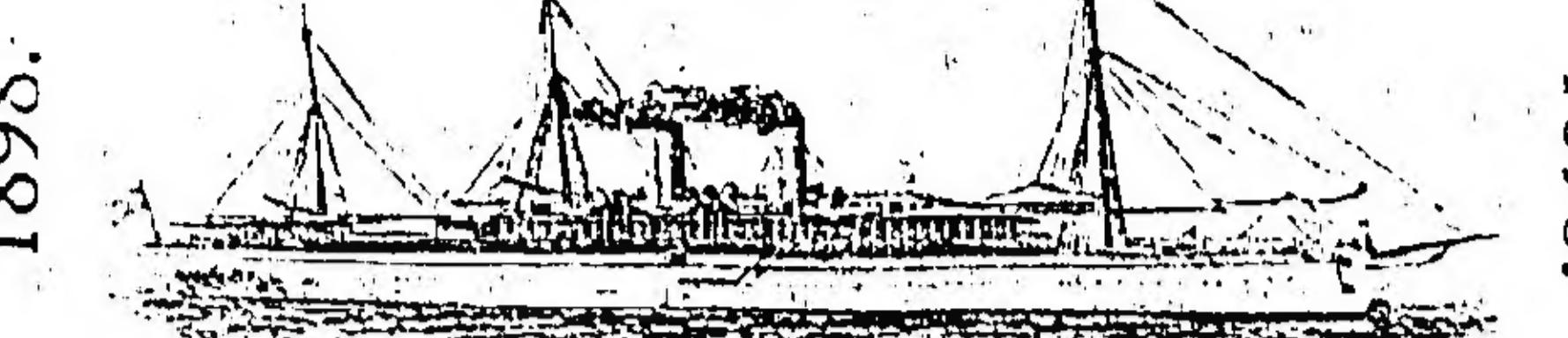
Agents.

Hongkong, 12th July, 1898.

[1028]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

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